

# 2020 Patriots Park Raceway

## Road Warriors Rules

**THE ABSENCE OF A SPECIFIC RULE DOES NOT IMPLY APPROVAL, CONSENT OR PERMISSION REGARDING THAT SUBJECT. ANY QUESTIONS OR DOUBTS REGARDING SUCH MATTERS SHOULD BE DIRECTED TO RACE TRACK OFFICIALS FOR A CLARIFICATION.**

### **SAFETY:**

- 1) **REQUIRED** Approved Racing Helmet, one or two piece fire suit and racing shoes must be worn any time the car is on the track.
- 2) **REQUIRED** 2lb Fire Extinguisher securely mounted in driver compartment in reach of driver. (NO TAPING TO BARS).
- 3) **REQUIRED** 10lb Fire Extinguisher located in your pit area.
- 4) Window Net highly recommended.
- 5) All weights must be painted white and have car number on them.
- 6) ALL drive shafts must be steel and be painted white with car number on them.
- 7) Seat belts must have date code and not be older than 5 years.
- 8) Fuel Tank must be securely mounted in the trunk.
- 9) Fuel cell highly recommended. Must be in metal can.
- 10) Fuel line run through car must be in conduit or protective cover. Braided line ok.
- 11) Battery should be located under hood or in trunk. Batteries must be in a containment box securely attached to the frame.
- 12) Racing steering wheel with quick release permitted.
- 13) Clutch Type Fans must be removed and replace with straight blade fan for safety.

### **DRIVER:**

Road Warriors open to drivers of legal age.

### **WEIGHT:**

- 1) Total weight with driver 3350 lbs
- 2) 602- weight 3350lbs- Rebuilt 602 add 50lbs- Must run 1850 carburetor and manifolds must meet class specification listed below. Must meet GM/Crate USA engine specs. Weight may be adjusted as necessary for competition at track managers discretion.
- 3) All equipment must be in original position from original manufacturer.
- 4) No 400 small block.
- 5) No big blocks.
- 6) Stock appearing manifolds ok.
- 7) Headers ok. No try (Y) or neck down headers allowed on collector. Must be inside frame. Must add 50lbs.
- 8) American made 2 or 4 door sedan or station wagon with a minimum wheel base of 108".
- 9) May run Metric Monte Carlo, Cutlass Supreme or Grand Prix.
- 10) Camaro ok, must retain uni-body unless noted in rule book.
- 11) Full containment seat and Hans 3300 lbs. Must have both to get weight break.

### **BODY:**

- 1) All glass must be removed. Including rear view mirrors.
- 2) All material that will burn must be removed.
- 3) All doors must be welded shut.
- 4) **6 Point Roll Cage REQUIRED.** Must be welded to the frame rails and all connections must be fully welded.
- 5) All cages must be a minimum diameter of 1 ½ inches and minimum .090 wall thickness.
- 6) Roll bar installation and workmanship must be approved.
- 7) A minimum of 3 horizontal bars is **REQUIRED** in the driver door and a minimum of two (2) in passenger door.
- 8) Stock seat ok. Racing seat recommended.
- 9) Seat must be bolted with a minimum of 6 3/8 in bolts to bars that are welded to the roll cage.
- 10) Must have 3-point quick release type racing seat belt and shoulder harnesses, 3 inches wide or belts recommended for Hans style devices. Must be bolted to roll cage with minimum 3/8 inch bolts.
- 11) Additional bars may be added for driver protection only, must not alter stock flexibility of frame.
- 12) Stock unaltered floor pan and firewalls must be retained.
- 13) All holes in floorboard and firewalls must be covered in sheet metal.
- 14) Complete Bumper to Bumper unibody must be retained.
- 15) Stock bumpers or approved fabricated, bumper covers and grill may be aftermarket should be stock appearing. **NO** sharp edges or tire cutters.
- 16) Bump bars ok must not extend past front and rear bumper.
- 17) Interior may be boxed. Must have 1 ft x 2ft access panel beside driver.
- 18) Dashboard may be replaced with sheet metal. Dash may be altered with minimum modifications. May not extend dash.
- 19) Trunk may be open. Rear of car may be open.
- 20) 4 " spoiler and side boards ok.
- 21) Must have radiator protection bar and cannot extend past front bumper.
- 22) May run fuel tank safety bar at rear, cannot extend past bumper.
- 23) Body parts may be fabricated from aluminum or steel but must retain as close as possible stock appearance.
- 24) Must have wrecker pick up points front and rear.

### **ENGINE RULES:**

- 1) Engine must be strictly stock for that make and model. No high output engines.
- 2) Engine must sit in stock location. No tolerance.
- 3) Cast factory piston only. Hypereutectic stock replacement allowed.
- 4) No fly cutting pistons, No racing rings.
- 5) Stock rods or stock production eagle rods ok.
- 6) Piston in hole minimum .020 ( piston head to block deck).
- 7) Press wrist pins. Aftermarket bolts ok.
- 8) Stock valve covers or aftermarket covers with breathers.
- 9) Stock oil pan or kick out, oval track pan limited to simple windage pan. No scrappers/multiple tray pans.
- 10) Stock type distributor, may add external Rev. Limiter. **CAN NOT** be mounted in reach of driver.
- 11) All mufflers and pipes must be removed.
- 12) May remove alternator.
- 13) May run aftermarket pulleys to accommodate belt fit.
- 14) Crank shaft: Cast only minimum 49lbs, balancing ok. Eagle crank ok.  
Eagle # 103503480 cast 2 pc. Rear seal—Scat # 9-10442 2 pc seal ok.  
Eagle # 103523480 cast 1 pc. Rear seal—Scat # 9-10526 1 pc seal ok.
- 15) Engine Bore .060 allowed. Ford in Ford/ GM in GM

### **HEADS:**

- 1) Open chamber only 70 cc min. Production only.
- 2) Stainless valves ok. Max .010 stem. Stock diameter stem. No hollow stem.

- 3) Valve spring 100 lbs. Max. Stock diameter and design only.
- 4) No aftermarket retainers. Stock steel replacement ok.
- 5) May have 3 angle valve job.
- 6) 1 inch bowl cutting maximum. No modification to combustion chamber.
- 7) Polly locks ok. Guide plates ok Screw in stud ok.
- 8) Valley pan ok.
- 9) Stock type rocker arms only. Long slot ok. Screw in stud ok.

### **CAM AND LIFTERS:**

- 1) Stock style timing chain and gears. Single roll or double roll timing chain ok.
- 2) Camshaft ok to degree: lift intake .390, exhaust .410 Hyd.-- "0" Lash. No centerline rules.
- 3) Stock balancer/ SFI approved stock type preferred.
- 4) Stock replacement lifters only. Must have stock horseshoe wire ring clip. Valve adjustment must be preloaded.

### **CAMSHAFT SPECS FOR FORD:**

- 1) Lift: Intake .416, Exhaust .416 Hyd. -- "0" Lash

### **CARBURETOR:**

- 1) Stock Make and model. Choke parts may be removed. 1850 ok. –Completely Stock. May add Metering Plate.
- 2) One -- 1" Carburetor spacer and 2 gaskets. Maximum total 1.35"
- 3) May use fuel regulator.
- 4) Fuel injection ok if OEM from factory. Engine must meet all other rules.
- 5) Stock Manifolds only for make and model. No modifications. No high rise or bowtie. No aluminum.

### **TRANSMISSION:**

- 1) Must match transmission used for year and model. **NO POWERGLIDES** or racing style transmission both standard and automatic. Stock diameter full working torque converters. No lightweight or direct drive. All gears must be operable.

### **CLUTCH/ FLYWHEEL:**

- 1) Flywheel 14lbs minimum. Stock type clutch and pressure plate must weigh 16lbs. Spring Clutch or solid disc ok. **NO** aluminum parts. Clutch and flywheel must weigh minimum of 30lbs.

### **REAR END:**

- 1) Stock rear end for make of car only. LOCKED REAR ENDS, POSI LOCKS or LIMITED SLIP ok. 9- inch Ford rear end ok. Floater ok. **NO** lightweight gears or axles of any kind. Disc brakes ok. **NO** brake adjusters allowed. **NO** brake cutoffs allowed.

### **CHASSIS/SUPENSION:**

- 1) Stock suspension for make of car. Upper tubular A-Frame 1" maximum difference between left and right side. Stock type lower A-Frame only. (**NO RACING**).
- 2) **NO** "four-wheel" independent suspension.
- 3) **NO** Adjusters, Spacers or Shims allowed between springs and factory mounts
- 4) Racing springs ok. Does not have to have pigtail.
- 5) Rear trailing arms can be aftermarket or stock but must be non-adjustable and have stock type rubber bushings.

- 6) Rear trailing arms must be stock length.
- 7) **NO** offset Bushings, Monoballs or Heims.
- 8) Upper trailing arms to be 3" from center of hole to top of rear-end housing (+/- ½ ).
- 9) Center of axle tube seam to center of upper trailing arm bolt to be 7 ¾ " (+/- ½ ).
- 10) Lower trailing arms must be 2 ¾ " from bottom of axle tube to center of trailing arm bolt (+/- ½ ).
- 11) Both upper trailing arms should be mounted in the same location and both lower trailing arms should be mounted in the same location. ( **NO** offsetting of trailing arms . If the right side is 3 ¼ " from the bottom of rearend housing the center of the trailing arm bolt. Then the left side should also be 3 ¼ ).
- 12) Steel non-adjustable shocks only. **NO** bump stops. Any rebuildable steel shocks ok. (**NO** Schrader valves or piercing valve.
- 13) Both ends of rear shocks should be mounted in factory location. Mounting ears of shock must be mounted flat against factory shock mount. (**NO** shimming down from factory location).
- 14) **NO** Bumpstops.
- 15) Lower end of rear shocks must be mounted at the same height of rearend.
- 16) Leaf spring cars may run lowering blocks but cannot be adjustable.
- 17) If leaf spring cars have adjustable shackles both sides must be mounted in the same hole at same measurement.
- 18) Rearends on leaf spring cars must be mounted at the same location on springs. **NO** leading or trailing.
- 19) **NO** offset cages, perimeter style cage ok. A weight penalty will be enforced for any chassis with offset cage.
- 20) **NO** Modifications of any kind ( heating, cutting, spacers, jacks, ect...)
- 21) Control arm bushings and swaybar bushings may be aftermarket polyurethane.
- 22) Sway bar optional.

## TIRES:

- 1) Tires: **ONLY TIRE ALLOWED** Hoosier H500 (8.0/26.5-15 and 8.0/27.0-15 or 8.0/27.5-15).
- 2) Steel wheels only. Maximum 8- inch wide. May be aftermarket steel.
- 3) Any offset wheel at any location. Oversized studs and nuts recommended.
- 4) May run bead lock or new safety bead wheel.
- 5) **NO TIRE TREATMENT ALLOWED. TRACK RESERVES THE RIGHT TO CUT TIRE SAMPLE AT TRACK DISCRETION. ALSO LOOK AT PROTEST SECTION ABOUT TIRE PROTEST.**

## Protest

- 1) \$400 top end/ \$400 bottom end – any engine combination
- 2) Crate engine claim rule will be \$3900. Any car finishing on the lead lap may claim any engine that finishes on the lead lap. \*this rule will not be abused\*
- 3) Shock claim rule will be \$50. Any driver finishing in the top 3 may claim shocks from any car finishing in the top 3.
- 4) Tire protest fee will be \$100. Any driver finishing in the top 3 may protest the tires of any driver finishing in the top 3.
- 5) Check Valve springs --\$ 200
- 6) P & G-- \$200
- 7) Bore Scope -- \$100
- 8) Camshaft (check Int/exhaust) \$200

Any protest/claim must be turned into head tech official within 10 minutes of their feature's checkered flag.

Any driver that refuses any claim/protest will be disqualified automatically.

